

## George Lloyd

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**From:** Johnston, Jess <Jess.Johnston@nationaltrust.org.uk>  
**Sent:** 21 April 2021 18:33  
**To:** C2Caudit  
**Cc:** Crabb, Nina  
**Subject:** Independent Audit of the Cambourne to Cambridge Better Public Transport Project  
**Attachments:** 20190327-C2CPhase 2-NT-consultation response.pdf

Dear Phil,

The Trust welcomes the opportunity to comment on the assumptions and constraints underpinning the Cambourne to Cambridge Better Public Transport Project outline business case and the selection of the preferred route . We would like to raise the following points regarding the assumptions and constraints statement:

- A4. Assumptions- There needs to be clarification of the status of the Local Plans. It is our understanding that the Greater Cambridge Local Plan is at an early stage of preparation and has yet to be adopted.
- A9. Assumptions- Needs to reflect that the current consultation on 5 routes for EW rail
- F1. Constraints- There is an error in the status of the National Trust involvement in the land at Coton. The National Trust does not own land in Coton, it has the benefit of covenants over the land. Conservation covenants enable us to protect beautiful, natural places and historic buildings and to retain the character of the landscape. Although the covenants in Coton were gifted to the Trust by the Cambridge Preservation Society (now CPPF) the land is owned by several different landowners not just Cambridge Past Present and Future. They were put in place to maintain the open aspect of the western approach to Cambridge.
- G.5 Constraints. Same as in F1. Further detail on environmental factors the scheme will impact should be referenced. I.e. visual, historic and cultural significance.
- J1. Constraints- Should make reference to the now cancelled Ox-Cam Expressway

We understand that the focus of the audit will be on the robustness and continuing appropriateness of those assumptions and constraints. The Trust would like to reiterate the views expressed in our Phase 2 consultation response in relation to the assumptions outlined in the Assumptions Constraints Statement and I attach the response letter for reference:

- F.1. Assumption. Options Sifting: The Trust is concerned about the phased approach to scheme development and consultation, and the approach to option appraisal. In our view, the phased approach to consultation is unhelpful in that the scheme can only proceed if both phases are implemented. In addition, important information on option appraisal has only emerged subsequent to the close of the Phase 1 consultation and it is unclear how early options were assessed. The Trust considers that the disjointed approach to option assessment, coupled to the lack of detailed operation information, is problematic.
- G.5. Assumption-Environmental Impact. "The landscape impact is neutral for the proposed route"- The Trust does not agree with this assumption and believes that the potential impacts on the Green Belt and landscape have not been fully addressed. This is outlined in the section Environmental Impacts of the response letter.

Kind regards

Jess

**Jess Johnston**  
Covenants Officer, East of England

My normal working hours are Monday-Wednesday 09.30-14.30 but please be aware that these may vary

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